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Daily Press

THE WEATHER.
Partly cloudy, moderate temperature Thursday; Friday fair and warmer; light west winds.

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NEWPORT NEWS, VA., THURSDAY, JUNE 2, 1910.

PRICE TWO CENTS

SAYS HE BELIEVES WITNESS IS LIAR

Attorney Orders Furniture Man
from Room in Illinois
Bribery Case.

TESTIFIES CONFESSION IS "FRAME UP" ON HIM

Lawyer for the State Doesn't Think
the Agent Truthful in Denying the
Statement of Holstlaw—Testimony
of Representative C. A. White is
to be Corroborated.

(By Associated Press.)
SPRINGFIELD, ILL., June 1.—Official announcement by State Attorney Burke, that Representative H. J. C. Beckmeyer, hitherto a witness before the Cook county grand jury exclusively, would be in the capital tomorrow to tell his story to the Sangamon county investigators, was the principal development today in the legislative bribery inquiry.

Beckmeyer's words, so far as they are known to the public, are said to corroborate the allegations of Representative C. A. White, whose tale of alleged bribery, both in the election of William Lorimer to the United States senate and in other legislative affairs, started the investigation.

Today's proceedings dealt wholly with alleged bribes that went to make up the general slush fund that several legislators have said was divided after the late legislature adjourned.

Why He Voted for Lorimer.
During the day Representative McCullom declared that he told the grand jury yesterday that he voted for Lorimer for senator after consulting his constituents, because he believed Lorimer's election would bring disension and division among the Republicans.

Representative Staymates, in a talk with the state's attorney, denied that he had been offered or had received anything for his vote for Lorimer. He also denied any knowledge of a "jack pot."

A. B. Johnson, furniture agent of Springfield, was ordered out of the grand jury room in the afternoon by State's Attorney Burke, after Johnson had repeated his assertion that Senator Holstlaw had not told the truth in regard to the alleged bribery offer.

Holstlaw lied and they're all liars," Johnson said to the jurors.

Orders Him Out.
"I think you are lying too," interrupted State's Attorney Burke; "leave the room." And Johnson was escorted from the chamber.

While before the grand jury Johnson declared that Holstlaw and O. M. Freier, of the Jord-Johnston Furniture Company had "framed up" the accusations against him and that State's Attorney Burke had had repeated conferences with Johnson's business rivals.

This statement led to the retort from Mr. Burke and the order that Johnson leave the jury room.

No action was taken by the jury before adjournment.

PAID THEIR WAGES
AFTER ARRESTS MADE

Witness in Sugar Case Says
President Ordered Boys
Taken Care of.

(By Associated Press.)
NEW YORK, June 1.—That the late H. O. Havemeyer, former president of the American Sugar Refining Company gave directions two weeks before his death in 1907 to "take care of the boys," was part of the testimony heard today in the trial of three officials of the company charged with complicity in a conspiracy to defraud the government of customs duties.

Ernest W. Gerbracht, refinery superintendent; James F. Bendernagel, former cashier of the refinery; and Charles P. Heike, secretary-treasurer, of the company, are the three on trial.

"Take care of those boys; get counsel for them; see them through it," were the orders Gerbracht said he received from Havemeyer when he informed him, after the first arrest or checkers, that the men insisted on their innocence.

"Taking care of the boys," Gerbracht later testified, had extended to paying their wages from the day they left the company's service until the present time. The salary of Oliver

Spitzer, former dock superintendent, who was pardoned from the Atlanta penitentiary by President Taft, Gerbracht said, was paid to Mrs. Spitzer while her husband was in prison and he believed she is still getting it. Spitzer, when on the stand for the prosecution, testified that his salary ceased when he was locked up.

TWENTY-FIVE MEN BLOWN TO PIECES

Terrific Explosion Occurs at
Cement Plant in
Utah.

(By Associated Press.)
OGDEN, UTAH, June 1.—Twenty-five workmen were killed in an explosion today in a quarry of the Union Portland Cement Works at Devil's Slide, Utah, thirty miles east of Ogden.

The explosion blew down the telegraph and telephone poles and communication with the scene of the accident was limited to a brief message sent out by a courier from Morgan, Utah, soon after the disaster.

The victims were blown to pieces. On the hillside overlooking the scene, portions of limbs and arms were picked up. Some of the bodies were blown a hundred yards.

A premature explosion in a tunnel, in the hill above the cement plant, was the direct cause of the explosion below. More than 30 kegs of powder were stored near where the men were working.

KOHLER SCORES POINTS

Bright Turn in Case for
"Golden Rule" Chief.

WOMAN FAILS AS THE STAR

"Red Light" Character Put on Stand
by Prosecution Doesn't Give the
Damaging Testimony Expected
Against the Accused Officer.

(By Associated Press.)
CLEVELAND, OHIO, June 1.—The second day of the trial of Chief of Police Fred Kohler, Cleveland's "golden rule" chief, on charges of immorality, intoxication and insubordination, was a decidedly bright one for the defense.

The prosecution put upon the stand their star witness, a woman of the "red light" district who was expected to prove the more serious charges of immorality, which were brought against the chief. In substance all the testimony that this woman gave, was that she had once seen Kohler drinking wine in a disorderly house.

The next most important witness was Patrick J. Brown, a former policeman at Munice, Ind., and one of two men who signed the charges against the accused official. Brown complained that on one occasion, when his automobile had been stolen, Kohler had refused to listen to his complaint and had ordered him out of his office. On cross-examination he admitted that he had bet money on the result of the trial and that he had also made a bet of \$20 in January that he would "get Kohler yet."

Several witnesses testified to having seen Chief Kohler intoxicated on different occasions, but the evidence was contradictory and in certain of the cases cause for animus was shown.

HE CONFESSED CRIME RATHER THAN TELL LIE

Senator Holstlaw Talks About
His Accepting Bribe
Money.

(By Associated Press.)
IUKA, ILL., June 1.—"I'd rather be known as a hoodlum than a liar," said State Senator Daniel Holstlaw, in an interview at his home today, speaking of his confession to accepting a bribe of \$2,500 as a legislator.

"Maybe," he continued, "I took the money because I saw everyone else doing the same thing—I can't explain. I made the confession because I could not tell a lie."

"I don't know—I don't understand," he said with a helpless air, answering a question of why he, a man owning property worth a quarter of a million dollars, would accept a bribe.

"All I want is to sink out of sight," he said. "I know the indictment charging me with perjury was a bluff, and it did not frighten me. But when they asked me whether I was paid for voting for Senator Lorimer, I had to tell the truth."

SENATE REFUSES TO
CHALLENGE COURT

Bailey's Amendment to the
Railroad Bill is Voted
Down.

WOULD STOP CARRYING
OWN COMMODITIES

Texas Senator Offers Remedy for
Supposed Defect in Hepburn Act—
Water Transportation is Tacked on
Measure and Will Come Under Con-
trol of Commerce Commission.

(By Associated Press.)
WASHINGTON, D. C., June 1.—By a vote of 31 to 25 the senate today refused to challenge the Supreme Court of the United States to another decision regarding the right of common carriers to transport commodities produced by themselves.

The vote was taken upon an amendment to the railroad bill offered by Senator Bailey, of Texas, making it unlawful for any railroad company to transport from one state to another "any article or commodity manufactured, mixed or produced by it or under its authority, or by any corporation, joint stock company, or partnership in which said railroad company holds, owns or controls directly or indirectly any stock or interest."

The amendment was intended to remedy the supposed defect in the Hepburn act of 1906, out of which grew the famous decision of the Supreme Court of the United States in which the government undertook to prosecute a number of the roads engaged in the mining of anthracite coal in Pennsylvania.

The court held the law to be constitutional, but materially limited its application. The original provision was drawn by Senator Bailey and he sought, by today's amendment, to force the court to face squarely the question of the right of congress to prohibit railroad companies from transporting commodities produced by themselves.

Mr. Bailey said that it was his intention to make the language of the present provision so plain that "not even a judge of the Supreme Court could fail to understand it."

The time consumed in debate on the Bailey amendment prevented a final vote being reached on the bill as had been hoped.

The LaFollette amendment, providing for the ascertainment of the physical valuation of all railroad property as a basis for the fixing of rates was defeated 50 to 30.

A modified provision, by Mr. Simmons, requiring such valuation or property affected by any given case, also was lost 30 to 28.

Brings in Water Transportation.
The tendency towards bringing water transportation under the jurisdiction of the Interstate Commerce Commission, which has been noticeable throughout the consideration of the bill, found expression in two amendments—one offered by Mr. Simmons, of North Carolina, and the other by Senator Burton, of Ohio—both of which found acceptance.

The first was presented as a proviso in connection with the long and short haul provision, heretofore adopted. It provides "that when application is made to fix a lower rate for longer than for shorter distances on account of water competition, said application shall not be granted if the commission, after investigation, shall find that the lower rate asked for will do stroy waterway competition."

Mr. Simmons, in support of his amendment, gave instances in which he said railroad companies had put down rates to drive out boat lines and then, with this result achieved, had increased the rates again.

Following is the text of the Burton amendment:

Burton Amendment.
"Whenever a railway or railways, in competition with a water route or routes, shall reduce the rates on the carriage of any species of freight, it shall not be permitted to increase such rates unless, after hearing by the Interstate Commerce Commission, it shall be found that such proposed increase rests upon changed conditions other than the elimination or the decrease in water competition, and the said commission is hereby given the right to prescribe minimum railroad rates on lines competing with waterways whenever, in its opinion, the object of the railroad or railroads, in reducing rates, is to de-

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stroy waterway competition."

Criticizes Supreme Court.
Mr. Bailey, in speaking in support of his amendment, freely criticized the decision of the Supreme Court, out of which the amendment grew. He went so far as to express the view that the opinion of the court, as promulgated, had been a rewritten document. He explained that this conclusion had been reached through his considering of literary construction and not through "inside information." His purpose, he said, was to divorce the transportation from production, and he added that he had made a special effort to draw the provision so as to render it impossible for the court to evade a direct decision on the right of congress thus to legislate.

SHIPS ARE WRECKED;
EIGHT MEN DROWN

Gale Dashes Vessels on Rocks
of Coast of Nova
Scotia.

(By Associated Press.)
HALIFAX, N. S., June 1.—Thick fog and a quickly born southwesterly gale resulted in the wrecking of six vessels and the loss of eight men at various points along the rocky north Atlantic coast last night and early today.

While most of the crew of 25 were asleep below decks, the French brigantine Mauve, a fishing vessel, piled up in the fog on Pointe Blanche, at the entrance of St. Pierre harbor. Miquelon, this morning and six men on deck were hurled overboard and drowned. The remaining 19 made their way to shore in small boats and rafts. The Mauve is believed to be a total loss.

The Norwegian bark Borgchild, driven on Castor ledges, off Port Bickerton, N. S., at once began to go to pieces in the heavy sea. The crew of nine men launched their small boats, but all of them were battered to pieces on the rocks and two of the men were either drowned or hurled to death on the ledges. The remaining seven, clinging to the wreckage, of their boats, were rescued by fishermen.

Half a mile inside of Port Nova, N. S., the British steamer Ben Cruchan, bound from Baltimore to Chatham, N. B., struck the beach so hard that it is doubtful if she can be saved. Her crew of 26 men were rescued. Captain Boswell, it is said, mistook the Louisbourg fog siren for the Scatarie whistle and steered a wrong course, landing in the breakers. Several steamers and tugs have gone to the scene of the wreck.

The tug Polypscot, with two barges, went ashore at Cape Spencer. All the crews escaped.

One barge may be saved, but the other and the tug, probably will go to pieces on the rocks.

C. S. ABELL PURCHASES
NORFOLK LANDMARK

Former Manager of Baltimore
Sun Takes Charge of
Paper.

(By Associated Press.)
NORFOLK, VA., June 1.—The Norfolk Landmark will tomorrow print in part:

"The Norfolk Landmark has been purchased by Charles S. Abell, formerly in charge of the Baltimore Sun. With today's issue, Mr. Abell, who is now the president of the Norfolk Landmark Publishing Company, will assume personal management of the paper. S. S. Nottingham, who has conducted the Landmark successfully for many years, and K. Foster Murray will remain with Mr. Abell."

"Charles S. Abell was associated with the Sun for fifteen years, in various capacities, the last as manager, which position he held until a few months ago, when the majority interest in the paper was sold."

"The Landmark will be conducted, as in the past, along conservative, independent lines, and will strive unswervingly to serve the people faithfully and fully."

Mr. Abell announces in conclusion that the policy of the Landmark shall be the same as that announced in 1837, when his grandfather, A. S. Abell, founded the Baltimore Sun.

The Landmark is regarded as one of the most valuable pieces of newspaper property in the South.

ACCEPTS PLACE AT LYNCHBURG.

New York Minister to Fill Bible Chair
at Virginia Christian College.

(By Associated Press.)
LYNCHBURG, VA., June 1.—Dr. R. T. Willis, pastor of the Union Avenue Christian church, of New York, has accepted the Bible chair in Virginia Christian College here. He had held his New York pastorate nearly 21 years.

MANY AMERICANS SLAIN IN BATTLE

This the Bloodiest Week of
War Being Waged in
Nicaragua.

HUNDREDS ON BOTH SIDES MEET DEATH

News Received From Bluefields at
the State Department in Washing-
ton States Madriz Forces Are De-
feated and Are in Full Retreat—In-
surgents Appear in Control.

(By Associated Press.)
BLUEFIELDS, May 27.—VIA NEW ORLEANS, June 1.—With attacks directed upon it from three different directions by the troops of the Madriz government, Bluefields, the provisional capital and stronghold of the Nicaraguan insurgents, finds itself today largely in a state of siege. Within the last few days General Estrada, commanding the insurgents, has repulsed the enemy behind Bluefields and at Rama, but lost the bluff and the customs house thorough what he believes to have been a piece of treachery.

Bloody Week.
This has been the bloodiest week of the war and the total casualties on both sides will run up into the hundreds, including several Americans, who had cast their lot with the revolutionists. The first attack by the Madriz troops, was made at Rama early in the week. Estrada now believes that a well arranged plan, made some time ago, by Madriz, called for the first attack at Rama so that the Madriz troops, who were coming up behind Bluefields, along the coast, would find the garrison at the town largely depleted by the withdrawal of men from the defense at Rama.

This coup proved only partly successful for General Rama, commanding the Madriz troops. The plan was largely thwarted by the work of a young American, Phil Pittman, of Boston, whose system of mines around Bluefields proved an important factor in saving the town. As the enemy advanced on the coast, one of these mines was exploded and a company of Madriz troops, not observing the open order plan, attacking their advance, was almost annihilated. Several Americans were handling rapid fire guns behind the fortification at the time and the ranks of the advancing army wavered and then broke for cover.

Lara Defeated.
WASHINGTON, D. C., June 1.—The dispatch received today at the state department from Captain Gilmer, commanding the Paducah at Bluefields, is the only information received by the government of the recent engagement there. This dispatch, which was dated yesterday, stated that General Lara had been defeated by the Estrada forces and was in full retreat with the remnants of his army, numbering about 300 men.

With the exception of these 300 men, the only forces that Madriz has on the east coast, as understood here, is a detachment on Bluefields bluff, about six miles east of Bluefields city, and a force estimated at not exceeding 1,000 men facing General Mena, the Estrada commander, at Rama.

Estrada's Strength.
It is pointed out that General Estrada, with his victorious army, could, without hindrance, proceed to Rama and so joining force with General Mena, readily disperse the Madriz army in front of the city.

The only feasible means of communication between Bluefields and Rama is by way of the Escondido river and it is understood that the banana vessels on the river are available for the transportation of the Estrada army to that point. It is also conjectured that General Lara's course of retreat will probably be down the coast to Monkey Point, where he and his men might avoid capture by boarding the Venus, but in any event it is believed here that the evacuation of the east coast is the only alternative open to Madriz to avoid the destruction of his armies.

To Relieve Princeton.
Captain Gilmer has advised the navy department that the Dubuque, which yesterday landed a force of marines at Bluefields from Colon, had returned to Colon for coal and provisions.

The department has directed that the Vicksburg proceed to Corinto on the west coast of Nicaragua and there relieve the Princeton which has been ordered to Bremerton, Puget sound.

Subway Trains Collide.

(By Associated Press.)
NEW YORK, June 1.—Panic and confusion resulted tonight, from a rear end collision of two southbound subway trains at Mott avenue in the Bronx district. Nobody, it is said, was seriously hurt, though the police declare that they carried out 200 persons unconscious from the smokes.

COUNCIL ELECTS DELEGATES.

Episcopal Body Names Representatives to Convention.

LYNCHBURG, VA., June 1.—The council of the diocese of Southern Virginia, of the Episcopal church, in session here today, elected the following delegation to the general convention, which meets in Cincinnati in October:

Clerical deputies—Rev. C. B. Bryan, Dr. J. J. Lloyd and Rev. Joseph B. Dunn.

Lay deputies—W. W. Old, W. W. Robertson, E. W. Saunders and W. B. Martin.

GOTCH SAVES HIS TITLE.

Defeats Pole and Remains World's
Champion Wrestler.

(By Associated Press.)
CHICAGO, ILL., June 1.—Frank Gotch, of Humboldt, Iowa, tonight successfully defended his title as wrestling champion of the world by easily defeating Stanislaus Zblazek, the Polish champion, in straight falls at the Coliseum. Gotch outclassed his bulkier opponent in every department of the game, after winning the first fall in the phenomenal time of six and one quarter seconds.

Accepts University Presidency.

LEXINGTON, KY., June 1.—Henry S. Barker, chief justice of the Court of Appeals of Kentucky, today accepted the presidency of the State University of Kentucky, succeeding James K. Patterson, the oldest college president, in point of service, in America.

Steamer Completes Repairs.

The British steamer Queen Amelle, which has been undergoing repairs at the shipyard, steamed yesterday for Baltimore, where she will load a cargo.

TAFT NAMES SECRETARY

Takes Charles D. Norton from
Treasury Department.

TO BECOME "ASSISTANT"

Commercial Club Chairman of Chicago
Will Become "Right Hand Man" to
the Chief Executive and is to be
More Highly Honored Than Many.

(By Associated Press.)
WASHINGTON, D. C., June 1.—Charles D. Norton, of Chicago, assistant secretary of the treasury, was appointed secretary to the President late today. Mr. Norton will not be able to take up the duties of his new office until next week. Mr. Taft, after a talk with Mr. Norton, this afternoon, caused an official announcement to be made at 5:25 p. m.

Mr. Norton had breakfast with the President at the White House this morning and it was then that the formal tender was made and accepted.

President Taft is particularly pleased that Mr. Norton has accepted the secretaryship.

Mr. Taft, it can be authoritatively stated, has the utmost confidence in Mr. Norton and proposes to turn over to him many details which heretofore he has had to deal with himself.

Will be "Assistant."
Mr. Norton is to be a sort of "assistant president," and he will perhaps be given a wider latitude than any man who has held the office in recent years.

Mr. Norton will not enter upon his new duties until Monday at the earliest. During the remainder of the present week he will be the acting head of the treasury department, as Secretary MacVeagh is going to New York tomorrow for several days.

Secretary MacVeagh was asked tonight who would take the place to be vacated by Mr. Norton, but he was not prepared to make any announcement on the subject.

Mr. Norton is in his fortieth year. He was born in Winnebago county, Wis., at what is now Oshkosh, and is the son of Rev. Franklin H. Norton, a Congregational frontier missionary.

Mr. Norton married in 1897, Miss Katherine McKim Garrison, of New York, and they have three children. He is a graduate of Amherst College in the class of 1892.

His Work at Home.
The movement in which he takes most pride, has been his leading part in the great "plan of Chicago," the stupendous scheme of city reconstruction, planned by the Commercial Club, of that city, of whose general committee on this subject Mr. Norton is chairman.

He is a vigorous worker and at the treasury department has, what the employees call, "steam engines" capacity for disposing of business.

The appointment is a personal one and does not have to be confirmed by the senate.

HIGHER RATES FOR PUBLIC'S WELFARE

Ground on Which Railroads
Will Fight Injunction
Proceedings.

CONTEND IMPROVEMENTS WILL NOT BE CONTINUED

Railways to Prepare Battle Against
Stand Taken by the Government in
Holding Up Proposed Increase of
Charges for Freight on Twenty-five
Western Lines.

(By Associated Press.)
ST. LOUIS, MO., June 1.—Within the next two days attorneys for the twenty-five western railroads temporarily restrained yesterday from advancing freight rates by Judge David P. Dyer, of the United States Circuit Court will meet in St. Louis to plan an answer to the government's suit. It was announced tonight that an attorney for one of the roads that Attorney General Wickham's petition for a permanent injunction would be bitterly contested.

Ground for Fight.
The principal ground on which the suit will be fought is the contention that there is an agreement among the railroads to advance freight rates in violation of the Sherman law. If any agreement at all is admitted the companies will contend that it is legal in every respect and that it is necessary, because of present industrial conditions, to protect the interests of the general public. The fact that the railroads are members of the western trunk line committee, a railroad officer said that it did not indicate that they were in any agreement because the schedule of rates, promulgated by the western trunk line committee, was not binding on the different members without their expressed consent.

It was stated at various railroad headquarters that the enjoined rates might have been collected at distant points today because rescinding orders had not had time to reach them.

Railroad officers, so far as they could, obeyed the court's order, even before service was made. They were greatly surprised at the secrecy with which the government's petition was filed yesterday, but were unprepared for action.

Improvements Held Up.
Officers said that most of the railroads had anticipated the increased revenue which the new rates would bring and had planned extensive improvements, which probably would be held up pending litigation. One broker, in railroad supplies, said that already he had received several cancellations on orders from the railroad companies affected by the injunction.

Following the filing today of a request to expedite the hearing of the case, it was announced that the judges of the United States circuit: Adams, Vandewater, Hook and Sanborn, may take it up before the vacation season. In that event the hearing would take place in St. Paul, where the judges are now holding court.

HORSES BURNED TO DEATH.

Barn and Contents Are Destroyed by
Fire Near Richmond.

RICHMOND, VA., June 1.—An early morning fire destroyed the barn and stables of Mr. W. H. Kelly Wednesday and about thirteen horses and mules were incinerated. Mr. Kelly, whose place is on the Hermitage Road, near the State Fair Grounds, awoke at an early hour and saw a small sheet of flames coming from his stable. He hurried out, and when he reached the stables he found the entire side in a blaze. It was too late to do anything; he did not even have time to remove the animals.

All of his wagons were on the outside of the building, and were not damaged, but all the horses, mules and harness were lost.

Mr. Kelly had recently moved to the place and the building were practically new. He carried very little insurance on the property.

Suit Falls Through.

(By Associated Press.)
NEW YORK, June 1.—The suit which J. A. E. Pyle, as receiver of the cotton firm of Steele, Miller & Company, of Corinth, Miss., instituted in the United States District Court against the cotton firm of Stephen S. Weld & Company, of this city, has fallen through. Judge Hazel, in an order made today, says that Pyle has no capacity and the court has no jurisdiction of the matter.